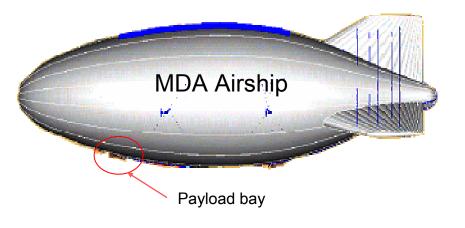


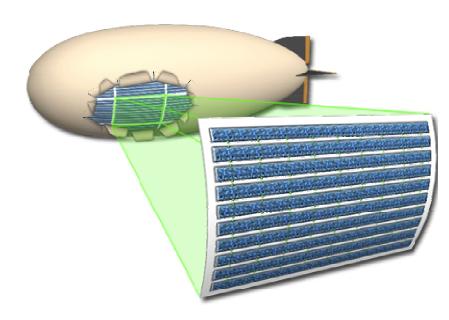
#### A New Design Philosophy



## Capability cannot be added to airship after development



# ISIS requires integration of sensor and airship



Payload: 1.7% of system mass

Payload: 30-40% of system mass

ISIS requires next generation multifunction structures and systems

### Public Release approved 9/27/05 DISTAR Case 5784 Most Powerful Airborne



### GMTI/AMTI Radar & Comms Ever Conceived

Simultaneous AMTI/GMTI Operation via Dual Band (UHF/X-Band) Aperture

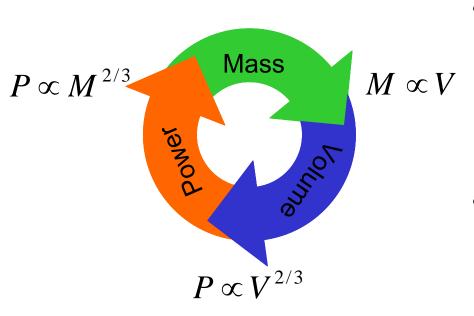


No In-Theater Ground Support – 99% on station availability for 1+ years 600km radar horizon at 70kft operational altitude



#### Requires Mass Reductions





#### ISIS designs are mass-centric

- Lifting gas has reached the maximum limit:
  - 0.061kg per 1m<sup>3</sup> of He @ 21km
  - 0.066kg per 1m<sup>3</sup> of H<sub>2</sub> @ 21km
- ISIS focusing on:
  - Removing mass from largest contributors
  - Technologies improving integration

#### Integration

$$M_{displacedir} = M_{liftingsas} + M_{structure} + M_{radar} + M_{power} + M_{propulsion} + M_{avionics}$$

$$M_{ISIS} = \rho_{gas}V + C_h\rho_{hull}V^{2/3} + \rho_{apertu}A + \frac{\rho_{power}}{\eta_{power}}P_{radar} + \frac{\rho_{air}C_dV^{2/3}v^3}{2\eta_{propulsion}} + M_{propulsion} + M_{avionics}$$
Components



#### Key Technology Objectives



- Payload-Platform integration provides 12dB reduction in system mass
  - HAA goal: ~2% payload → ISIS: 30-40% payload
- 10dB reduction in radar aperture mass
  - Current RF-on-Flex State-of-the-Art is 20 kg/m<sup>2</sup> → ISIS is 2 kg/m<sup>2</sup>
- 6dB reduction in airship hull mass
  - Current State-of-the-Art is 400 g/m<sup>2</sup> → ISIS is ≤100 g/m<sup>2</sup>
- Regenerative power: >50% system mass reduction
  - Better thermal properties → reduced pressure differentials and lower hoop stress



#### ISIS Schedule



